



RUDDER FLUTTER

Wilderness Within Reach

By: Joe Corlett, Pilot

About 17 years ago, we pilots were under significant pressure to justify the privilege of using aircraft to access the public and private airports in the wilderness areas of Idaho. Many individuals, primarily from out-of-state, were pressuring the Forest Service to limit or cease operations in these areas. These special interest groups lost sight of the fact that aviation access was written into the Central Idaho Wilderness Act of 1980.

As a result of these pressures, the Idaho aviation community initiated a pilot-awareness program to limit our impact on the wilderness by not abusing our landing privileges on these remote airports. We have discouraged multiple takeoffs and landings and low-level, obtrusive flights along river corridors. We have also tried to educate non-local pilots in these courtesies.

We then discovered that there is a very large segment of the population that cannot physically or economically access the remote areas within our wilderness. There are those who are physically unable to hike, ride a horse, or float a river, due to age, conditioning or disability. There are also those who cannot afford to take the time off work for a wilderness adventure that could take an extra two weeks without the use of an airplane. Idaho's pilots and air taxi operators decided to start Wilderness Within Reach, a program



2005 Wilderness Within Reach participants at Johnson Creek.

that provides free access to the wilderness and remote areas of Idaho for these individuals.

In the early years of the Wilderness Within Reach program, 20 individuals were flown into Chamberlain Basin by volunteer pilots and air taxi operators for a one-day excursion, with wagon rides to and from Stonebreaker Ranch. Later these outings were extended to overnight stays at Big Creek and Sulphur Creek. Presently, the participants are given aerial tours of the wilderness, and then spend two nights at the Johnson Creek Airport south of Yellow Pine, Idaho.

In the wilderness, group size is limited to 20 individuals. However, since we now actually camp just outside the wilderness boundaries, the number of participants has been increased to 30.

Today the program is operated under the Idaho Aviation Foundation, which donates the food and beverages. For the past several years, Barry and Diana Bryant, operators of the Wapiti Meadows Ranch, have hosted a barbeque.

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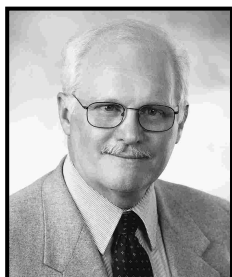
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From the Administrator:



In Idaho we are truly fortunate to have a very unique system of backcountry airstrips. However, this system is under continuous

scrutiny as those who neither support nor value backcountry aviation seek to close these airstrips or restrict their

usage. We are painfully aware that our success in keeping these airstrips open to the public requires that we remain proactive in our approach and be continually vigilant. Many have helped us in our efforts either individually or through an aviation association.

I believe the recently-approved Idaho Airstrip Network (IAN) Action Plan will go a long way in preserving these backcountry airstrips and our access to them. We have been working on this project for more than a year now. With the help and input of the aviation community we have developed strategies and a final action plan that is intended to provide a proactive approach for both federal and state managers to operate, maintain, improve and fund public use backcountry airstrips within Idaho.

Now that we have an approved plan and have identified some preliminary funding, we are organizing groups to start work on the first steps of this process. I would encourage you to access our web site at www.itd.idaho.gov/aero/ to review the Idaho Airstrip Network Action Plan, or call 208-334-8775.

This effort has become a true partnership between the federal and state government, the aviation community, those who use the

backcountry for recreation and business, and the conservationist.

We encourage you to join us as we work through the IAN Action Plan. This can involve becoming an active committee member, identifying additional sources of funding or just sharing your thoughts and comments with us.

I hope that you will take this opportunity to help preserve and protect backcountry aviation in Idaho.

Bob Martin

IDT Aeronautics Administrator

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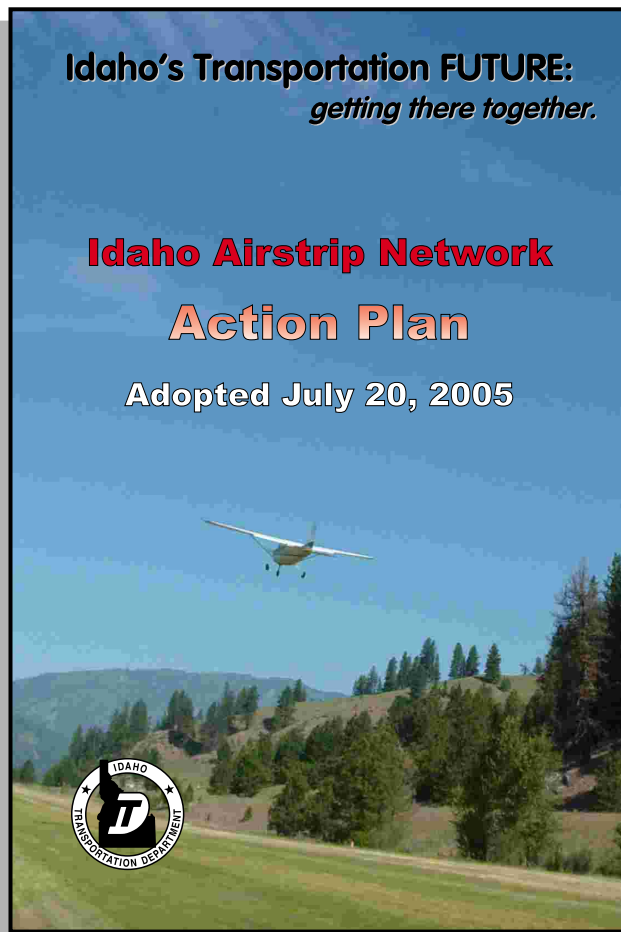
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Idaho's Transportation FUTURE:
getting there together.

Idaho Airstrip Network Action Plan

Adopted July 20, 2005



Radio Chatter

By: Frank Lester
Safety/Education Coordinator

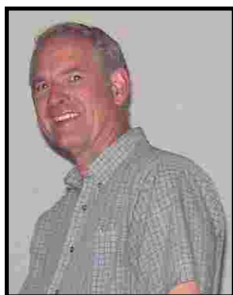
Flying Community Saddened by Challis Pilot's Death



Members of Idaho's flying community were deeply saddened to hear of the passing of Bob Plummer in August. Bob,

and passenger Scott Brower, died when Plummer's PA-14 crashed into a ridge north of Challis. He and Brower were scouting for rams the morning of August 27.

Plummer moved from California in 1968. He married the former Kathy Savage in Challis where they raised their three children, Brian, Brett, and Krista.



Bob Plummer

Bob, a fixture in backcountry flying for over 30 years, had retired from charter flying, but maintained an aircraft maintenance shop, sold fuel at the airport and ran the Challis River-of-No-Return Mountain Flying Clinic.

Bob touched many lives whether in flying or in the local community. He was quick with a smile but serious about safety, especially when it came to flying and surviving in the backcountry. He was always ready to open his heart and his home to anyone who needed help or a place to stay. Those of us who had the pleasure to work with him or attend his mountain flying clinics will miss him greatly. He was the type of person who quietly wanders into your life and changes it forever.

Together we offer our deepest condolences to Bob's family and wish



JB Larkin family & friends gather for the dedication at Donnelly Airport.

them comfort in this time of tremendous sorrow. You will always be in our thoughts.

Donnelly Airport Dedicated by Larkin Family

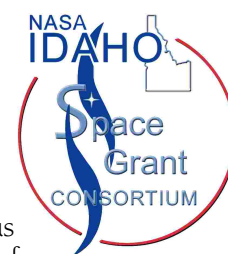
Last July, members of the James Bert (JB) Larkin family dedicated the Donnelly Airport to the memory of their mother, Cecilia Rose Larkin.

According to the inscription on her memorial, the airport is built on land originally purchased by JB and Cecilia Larkin in 1936. Cecilia, an émigré from her native Poland, met and married JB in Colorado, eventually moving to Valley County and purchasing the property where the airport now sits. Hooked on flying after her first flight in an old Eaglerock biplane in Colorado, she watched as her sons Jim (recent inductee to the Idaho Aviation Hall of Fame) and Jack cut the new airstrip from the pine and sagebrush soon after WWII. She was the first to put on her helmet and goggles when the brothers' red and black Waco landed on the new runway. The property was transferred to the Village of Donnelly in 1958 with her adamant restriction: "To be used forever for physical airport runway use."

If you have a moment, the next time you are passing through Donnelly, whether flying or driving, take the opportunity to visit the airport (U84) and read this simple memorial to one of the area's aviation pioneers. Experience the solitude of the surroundings and try to imagine that day when the red and black Waco first touched down nearly 60 years ago.

Idaho Space Grant Consortium Elevated to Designated Status by NASA

The NASA Idaho Space Grant Consortium (ISGC) was selected for Designated status by NASA's office of Education, propelling the ISGC to the top of a three-tiered funding system for space grants and more than doubling its annual funding.



One of Seven space grant consortia selected, the ISGC was the only space grant in the West. The ISGC will receive a one-time increase of

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Airport Maintenance

By: Mark Young
Airport Maintenance Manager



With the summer flying season coming to an end, it is time to thank our seasonal employees at Johnson Creek, Cavanaugh Bay,

Smiley Creek, Porthill and Garden Valley for their hard work and diligence. These people put in many hours maintaining the airport where they are assigned, and went the extra distance to ensure each visitor enjoyed their stay. As they complete their seasonal hire, courtesy cars and water will be unavailable for late season campers. Please excuse any inconvenience this might cause.

Eagle Scouts Support Johnson Creek

The Division would like to say a special **Thank You** to a group of scouts and their leaders for conducting a work party at Johnson Creek.

Scoutmaster Kris Wright, along with Leaders Wes Moore, Jared Hiener and Joe McKnight, accompanied Scouts Breydan Wright, Brody Wright, Austin Jones, and Kaiser Larson on an Eagle Scout project for Breydan. The project included re-painting the insides of all public restrooms, shower rooms and the deep sink room.

They arrived at 8:30 and had the project wrapped up by 3:15, which included masking and drop cloths where necessary and cleanup work when the job was completed. That's moving for a group of folks who so generously gave of their time and expense to see this project through. Kris, Breydan, and gang, please accept our sincere appreciation for a job well done!

Garden Valley

For many years there has been a need for drinking water at the Garden



Ponderosa Aero Club at their Warm Springs work party.

Valley airport. As this issue of the Rudder Flutter goes to print, a water well is being drilled. However, a shortage of funds prevented us from providing that which so many of you have asked for—showers. Although no immediate plans are on tap for showers, that, too, may become a reality in the not-too-distant future.

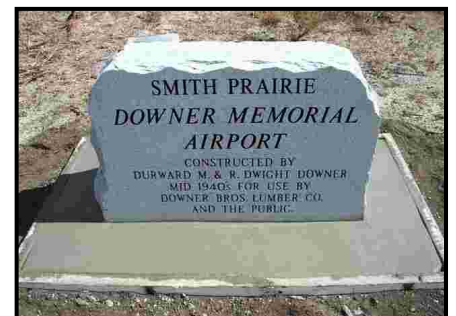
Idaho Airstrip Network

For the past year, a group of dedicated individuals, representing a broad range of both aviation and non-aviation interests, has been involved in developing a plan for maintaining Idaho's backcountry airports into the future. Meetings were held in McCall, Salmon and Worley in the fall of last year to solicit opinions from the public on how Idaho's system of airstrips should be managed and maintained. Following those meetings, a final summit meeting was held in Boise where representatives of the three previous meetings gathered and finalized an action plan. Both the Aeronautics Advisory Board and the Idaho Transportation Board approved this plan and steps are now being taken

to implement its recommended actions. The final document is currently available. Anyone interested in serving on the committees, which will be implementing these actions and strategies, should contact me at (208) 334-8893.

Airport Name Change

At its regular August meeting in Pocatello, the Idaho Transportation



Board gave final approval to officially change the name of the Smith Prairie airport.

See Maintenance

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Maintenance

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The Division was approached last spring by Mr. Les Downer who requested that his father and uncle be recognized for constructing the airport in the 1940's for use by their lumber company and the public. Following a waiting period to allow for public response to the proposal, the Aeronautics Advisory Board approved the change, which was subsequently approved by the Transportation Board.

Following the Division's approval, the Downer family placed a stone memorial at the airport to commemorate the event. The airport is now officially named Smith Prairie-Downer Memorial Airport. The Division is updating all publications to reflect this change.

Volunteers keep Idaho Airports Beautiful!

The end of another season is nearly upon us and it is time once again to thank those volunteers who



Ponderosa Aero Club member replacing windsock.

so graciously gave of their time and effort in maintaining several of the state's airports. These airports included Magee, Henry's Lake, Johnson Creek,

Magic Reservoir, Warm Springs, Pine, Thomas Creek and Big Creek.

The Idaho Aviation Association has approved a request to purchase two picnic tables per year for the next several years. These tables are to be placed at airports currently lacking these amenities, and to replace aging equipment at other locations. We

would like to offer our sincere thanks and appreciation to the entire membership for their generosity.



Idaho Aviation Association work party at Big Creek.

area, and removed pine seedlings that had begun to grow in the runway operation area.



Magee

• **Magee** - Volunteers from the Idaho Aviation Association and the Montana Pilots Association worked together to complete their projects; thanks and a hearty well done to you folks.

• **Big Creek** - The IAA replaced the worn and faded windsock, filled runway holes, chopped thistles and other vegetation. They continued their annual effort (digging!) to keep the east-side runway lateral drain ditch clean, flowing, and dammed in order to reduce water incursion on to the runway. They cleaned vegetation from the aircraft tie-down

• **Warm Springs** - Sixteen members of the Ponderosa Aero Club, including family and friends, visited Warm Springs for their annual work party. They hung a new windsock, painted the tiedown areas, cleaned and stocked the potty, cleaned the campground and

filled some gopher holes on the runway. They enjoyed a great breakfast (sausage, eggs, and pancakes) on Saturday morning and had a fantastic time camping.

**To all who assisted
with work parties
THANK YOU!**



Above the Clouds

McCall Fly-in attracts pilots, enthusiasts to Idaho's backcountry gateway

**By: Darla Christiansen,
ITD Public Affairs Specialist**

Smoke-filled skies didn't hinder the enthusiasm of pilots who flew to McCall for the annual Fly-In, sponsored by the Idaho Transportation Department's Division of Aeronautics, Aug. 12-14, 2005.

Wildfires from eastern Washington and north-central Idaho generated enough smoke to create a foggy haze over the McCall area as the Fly-In was taking off.

A combination of safety seminars, social gatherings and aviation displays made up the weekend event, which drew more than 300 people and about 100 planes, as well as a number of McCall-area residents and visitors. Participants came from as far away as Texas and Florida.

• **Nancy Lecklider** of Bend, Oregon earned her pilot's license at 60 years of age. Her Cessna 182 ("a good ol' straight tail") was built in 1956, the first production year for that model. This marked the fifth year Lecklider attended the Fly-In with husband Bob. A member of the Oregon Pilots Association, Nancy was one of nine people attending from the Central Oregon Chapter.



• **Jim Jones**

and niece Michele Nelson took a 30-minute ride in a classic 1928 Travel Air bi-plane with pilot Mike Carpentiero. The plane seats two passengers side-by-side in a front cockpit while the pilot flies from the rear cockpit.

There were approximately 1,100 flight operations (each includes a take-off and landing) at the McCall airport



tarmac to watch the action. The family, including husband Dan Roach and son Chris, flew in from Seattle.

Federal Aviation Administration airworthiness inspector John Walker conducted a PACE (Pilot and Aircraft Courtesy Evaluation) check for Beverly Franklet of Orcas Island, Washington.

See Fly-In

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during the weekend. Ellen Roth and Sneaker the Dog had a prime vantage point from their campsite along the



Fly-In

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As part of the Fly-In, two FAA-sponsored pilot and aircraft safety programs, Wings and PACE, were offered.



• A cast didn't stop C.W. "Butch" Welch (a.k.a. Cee Dub) from cooking. Spatula in hand, he catered a hangar party for 175 (preparations began two days prior) and led Dutch oven cooking classes. Students were treated to samples of shrimp gumbo and salmon steaks.

Dutch oven cooking appeals to campers, and especially to pilots who fly into the backcountry. Welch's

stories and recipes come from years in the backcountry as part of river and hunting trips, and as a conservation officer for the Idaho Department of Fish and Game.

Editor's Note: One of the highlight events at this year's Fly-In was the "Poker Run." It was very successful and the top prize was a \$1,000 GPS (won by Dan Scott's father-in-law who flew in from Texas.)



Just a few days prior to kicking off the Fly-In, I received a call from someone named Sonja, asking me to return her call. Imagine my surprise when I got "Lottery Enforcement!" I was politely informed that it is illegal to gamble in the State of Idaho and a "Poker Run" using playing cards is considered gambling. I asked her if it would be okay to use Tarot or Old Maid cards. I got an emphatic "NO."



A local daycare came to see the Air Force Texan 2.

Skill, timing, etc. are the only options we have; anything but cards. We can still charge and give prizes, we just can't use cards. I told her we have all the publicity out . . . did we have to send out a retraction? She said no but we will have to come up with a new name next year and will have to announce at the FFI that this is not a POKER Run. In spite of this small hiccup, the event came off without a hitch.

Maybe next year we could call it the "Pucker Run" or "The-Family-Fly-In-Euphemistic Fun Run" or maybe "Even-Though-This-Is-Called-A-Poker-Run-No-Playing-Cards-Have-Been-Used-Fun Run" or "No-Playing-Cards-Have-Been-Used,-Abused-or-Harmed-In-Any-Way-Family-Fly-In No-Skill-Required Fun Run." I still like "Catch-Us-If-You-Can,-What-the-FAA-Doesn't-Know-Won't-Hurt'em Fun Run."

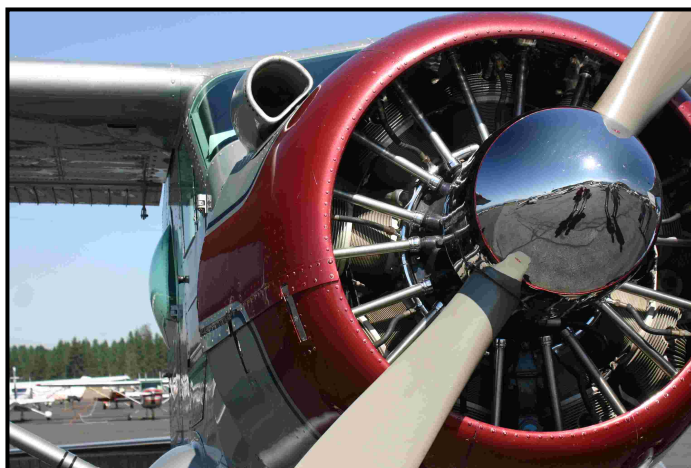


Photo courtesy of Star News



2005 ACE Academy . . . A Volunteer's Perspective

By: Sandra Peters, ACE Academy Volunteer from Vancouver, WA

Think of combining 24 young people from Idaho, Washington and Montana with the excitement of aviation and you get the 18th annual Aviation Career Education (ACE) Academy in Boise! This year's



Sandra Peters at the Ace Academy

Academy kicked off with the challenging assignment to make a Balloon Sat! That's "balloon satellite" for those of you that have never run into Paul Verhage and his Treasure Valley Near-Space Program. Paul ties electronics and helium balloons together to launch kite-like strings of foam boxes or capsules to heights near 90,000 feet above the earth. Hence the Near-Space name.

We started off early Monday morning with Paul showing us one of his Styrofoam capsules and sharing ideas on how to construct them. As the students were divided into teams, they eagerly jumped right in and started talking about design and how to cut and hot glue the foam. The first



Crude Rambo Monkeys Team



Team Starburst

morning's hours raced by with most capsules completed and ready for the Tuesday construction challenge.



The Stickman

Tuesday dawned with bets as to which capsule would withstand the Drop Test, the Temperature Test, the Jiggle Test and which ones would allow the camera lens to shoot without obstructions. The testing sent some



Crash Couse

teams back to the drawing board to make corrections. Then each team had to show Frank, Aeronautics Safety/Education Coordinator, how to open their capsule (a challenge in its own right) and connect the wires

to power the camera that would shoot every 4 minutes after launched.

Tuesday evening featured an Aviation Career Forum with guest speakers from various aviation walks of life, telling how they each got into aviation and what their life paths had been. Some of those folks took the straight road and went right to college and onto flying. Others took one of those roads not nearly as well traveled and through twists of fate ended up in aviation. There was plenty of time to talk one on one, and pizza to eat, and the students got many ideas to follow.



Launching the Balloon Sat.

Wednesday dawned early for some of us, with a car train rolling out at 5 AM to launch the Balloon Sat. The site was carefully chosen after spending several hours the night before reviewing weather charts and forecasts for winds aloft, the idea being to predict where the balloon will drift before it bursts and parachutes back to earth. Avoiding steep terrain is highly recommended for a successful retrieval.

The launch went as planned although we were somewhat concerned about the fact that a little too much helium was pumped into the weather balloon. It rose quickly and we were off as soon as we stowed our launch material and helium tanks.

See ACE Academy

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ACE Academy

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Our convoy included several HAM radio operators ready for a hot pursuit with virtual in-car tracking and communications labs. These guys are nuts but tons of fun to ride along with if you can squeeze in around all their electronic gear. They use laptops with GPS tracking on overlay maps showing where paved and dirt roads are, even cow paths. Never a dull moment!

Due to logistics, we weren't able to take any of the ACE students with us, but thanks to Frank's trusty Blackberry, the students knew what was happening as Aeronautics' Tim Henderson relayed information to Tammy Schoen who relayed the Balloon Sats' progress to the students. Radio signals from two main capsules allowed the kids to track the Balloon Sat visually over the internet.



That little bit of extra helium that was pumped into the balloon did cause us a problem as the balloon touched earth right in the middle of the mountains we were trying to avoid. Our hardships included one flat tire, leaving 2-wheel drives behind to pile into the 4-wheel drives and eating our first meal of the day around 4 PM. Our good luck was getting to see some of Idaho's beautiful country from elevations of 7000 feet, only having to hike about half a mile in open country to find the balloon and getting home at 8 PM happy, sunburned and carrying our Balloon Sat with all the capsules! Would I do it again? In a heartbeat! Especially the opportunity to see each team inspect their handiwork, check out their experiments...including record breaking heights for S'Mores and Starburst fruit chews (unfortunately the spider didn't make it), as well as



seeing what their cameras captured. By the way – the Balloon Sat ended up going 90,200 feet!



Thursday brought the real flights. After a light breakfast was served by the local Idaho 99's chapter, 16 planes piloted by volunteer Boise-area pilots gave each of the students an opportunity to sit at the controls while enroute to one of several airstrips, eventually meeting back at Nampa's Warhawk Air Museum.



The week's activities included visits to Precision Propeller, Western Aircraft, ASU Helicopter, R&M Steel, the NIFC Smoke Jumper loft, the Boise Tower and Approach Control Facility, the Army and Air National Guard, the

National Weather Service facilities, and a behind-the-fence tour of the airport and airport crash/rescue.

Thursday night provided the perfect finish with a picnic, gifts, pictures, many happy faces and long good-byes, including yours truly. Oh, and next time I see Frank in a booth at an aviation show in Washington, I'll tell him I can drive out and help him again.



Editor's Note: Sandra Peters and her husband run a similar program in the Vancouver, WA area. "Hearts on Wings" is held each summer and designed to instill in middle-school-aged children an understanding of and a love for aviation. Sandra drove to Boise at her own expense and gave unselfishly of her time and energy to help make this year's ACE Academy a success. We sincerely appreciate her dedication, insight, and unquestioned support, and certainly welcome her to join us again next year...or any year for that matter.



NBAA President Ed Bolen visits Idaho Business Aviation Group

By: Mike Pape, IBAA President

The Idaho Business Aviation Association (IBAA) celebrated its second full year of operation with a visit from one of aviation's most prominent leaders.

Ed Bolen, president of the National Business Aviation Association, was the keynote speaker for the IBAA fall networking meeting. Mr. Bolen leads the 9,000 member NBAA, which serves the national business aviation community. Mr. Bolen gave a detailed update on the state of the industry as well as a synopsis of how his first year on the job has progressed.

Mr. Bolen presented some of the challenges facing our industry, with FAA funding alternatives as the biggest hurdle. "As the big airlines face difficult times, they are more and more likely to attempt to pass on more of the FAA's cost to business aviation". Bolen said. He reminded the audience that business aviation has always been paying its fair share through fuel taxes. "FAA funding via fuel taxes is simple, inexpensive to collect and a fair approximation of the use of the system" reiterated Bolen. "A user fee system similar to what Europe and Canada utilize would generate confusing, expensive and time consuming costs to business aviation operators."

Bolen, who resides in Washington D.C., emphasized that each one of us, whether we reside inside the beltway or in rural Idaho, needs to remain politically active. He pointed out that today it's not the CEOs of large companies that have the ear of Congress, but rather groups such as AARP and NRA with their thousands of active members.



Ed Bolen speaks to Idaho's business aviation professionals on Sept. 16.

Other priorities for the NBAA since Bolen arrived as chief have been to generate a more positive and visible business aviation industry as well as a safer one. Recent high profile accidents have required NBAA to reinforce its commitment to remaining the nation's safest mode of transportation.



Ed Bolen (right) and Ed Stimpson after landing the PC-12 at Big Creek.

As a guest of the IBAA, Bolen was treated to a backcountry scenic flight through the Middle Fork of the Salmon River, as well as breakfast at

the Big Creek Lodge. A lot of uncontrolled airspace and a few grass runways were a nice change for the Washington D.C. resident. According to Western Aircraft Pilot Al Hoyt, Ed flew the PC-12 quite well from the co-pilot seat. "A very nice day, maybe one of my best days ever!" reported Bolen after the trip.

The fall IBAA luncheon meeting was held September 16 at the Western Aircraft hangar in Boise. Western/Pilatus sponsored the luncheon and provided an impressive display of the Pilatus PC-12.

The IBAA is made up of over 120 business aviation professionals. They hold quarterly meetings for networking, professional development and addressing aviation issues. Most recently, the IBAA initiated a scholarship program to assist aviation students in their career development. For more information on participating in the IBAA, contact Chairman Mike Pape at mpflys@aol.com.



Aviation Medical Matters

The Joy of Flying: Why flying is good for you!

By Mike Weiss, M.D., AME, CFII and Paul Collins, M.D., AME

We have had comments that lately this column has been a "bummer". All this negativity, it's like talking to your teenager. There must be something good about flying from a medical standpoint, or we wouldn't be so dedicated to it. Emphatically the answer is yes! Here's our list. No doubt you can add to it.

1. Regular mental exercise helps prevent senility. All those calculations helps keep you sharp in more areas than aviation. Studies have shown that people who maintain active mental challenges maintain their faculties longer than those who do not. Do your weight and balance calculations, calculate your take-off distance, complete and keep track of your flight plan, learn to use that new GPS. You'll be a better, safer pilot and keep those neurons inside your squish tuned up.

2. Flexibility helps prevent back and muscle pain. Go for a ride in a Husky (or just get in and out several times). Take a good look, repair or replace something under your panel. Wash the belly of your plane. Any of these is worth a week of yoga.

3. Regular exercise helps maintain physical fitness. Use your tow bar rather than a tug to move your plane. Go for a hike after landing at your favorite backcountry strip. Carry a fold up bike for transportation at your destination. Load and unload your plane several times trying to get weight and balance just right (see #1).

4. Regular social contact helps prevent depression. Pilots are great people! Attend fly-ins and pilot seminars (see #1, again). Fly-in breakfasts are great social events (although potentially heavy on the cholesterol and calories). Get active with the IAA, EAA, FAA (oops, #1, yet again) or another of the many aviation organizations and clubs.

5. Quality time builds strong families. Use that four-place intercom at 10,000 ft for family conversation. There should be minimal distractions. There are lots of good destinations to involve your family and things to talk about on the way there and back.

6. Regular medical check-ups are a requirement. Pilots as a group get better health care than the general

population. Even though flight physicals are not comprehensive medical check-ups, the FAA regulations do provide motivation to get blood sugar and blood pressure under control, check your vision (helps with safe driving) and get a variety of conditions stabilized with medications or behavioral changes. There is some question as to how much this aids flight safety, but there is little doubt as to the general health benefit.

7. Flying helps maintain a positive attitude. Despite all the frustrations of life, the inconveniences and the intrusions, flying provides a freedom, perspective and opportunity that is little rivaled by other activities. No place in the world is this more evident than in the U.S.A., and no place in this country more so than Idaho. Every time you launch the old Bugsmasher to go for that \$80 hamburger (or fruit salad and cottage cheese- if you're watching your diet), look out the window and be reminded how blessed we are. "Slipping the surly bonds of earth" is for real. From ultralight to astronaut, this is something every pilot knows and shares.



ACE students get a surprise visit from the Idaho National Guard
"F-4 Phantom II."

**Transportation
Security
Administration**
(866) GA SECURE
(866) 427-3287
Airport Security Hotline
Report all suspicious activity to the
National Guard at 1-800-832-1985



Calendar of Events

OCTOBER

- 21-22 **Flight Instructor Refresher Clinic, Lewiston,** Division of Aeronautics, Tammy Schoen, 208-334-8776, tammy.schoen@itd.idaho.gov
- 22 **Day Fun Fly,** 9 AM www.topfunflyers.com, Steve Clements, 323-1585
- 27 **Officer Nominations,** Idaho Pizza, www.topfunflyers.com, Steve Clements, 323-1585
- 21-28 **LEGO Mini-Workshop,** Nampa, Warhawk Air Museum, www.warhawkairmuseum.org, Kellie Dean, 465-6446

NOVEMBER

- 3 **LEGO Mini-workshop,** Simple Machines, Nampa, www.warhawkairmuseum.org, Kellie Dean, 465-6446
- 5 **Fun Fly,** www.topfunflyers.com, Steve Clements, 323-1585
- 13 **Warhawk Vet. Breakfast,** www.topfunflyers.com, Steve Clements, 323-1585
- 19 **Turkey Drop,** www.topfunflyers.com, Steve Clements, 323-1585

DECEMBER

- 7 **Pearl Harbor Day,** www.warhawkairmuseum.org, Kellie Dean, 465-6446

FEBRUARY

- 10-11 **Flight Instructor Refresher Clinic,** Boise, Division of Aeronautics, Tammy Schoen, 208-334-8776, Tammy.schoen@itd.idaho.gov

MARCH

- 9-11 **Aviation Festival,** Boise, Division of Aeronautics, Tammy Schoen, 208-334-8776, Tammy.schoen@itd.idaho.gov

APRIL

- 21-22 **Flight Instructor Refresher Clinic,** Nampa, **Location Tentative,** Division of Aeronautics, Tammy Schoen, 208-334-8776, Tammy.schoen@itd.idaho.gov

JUNE

- 26-29 **ACE Academy,** Boise, Division of Aeronautics, Tammy Schoen, 208-334-8776, Tammy.schoen@itd.idaho.gov

AUGUST

- 11-12 **McCall Family Fly-In,** Boise, Division of Aeronautics, Tammy Schoen, 208-334-8776, Tammy.schoen@itd.idaho.gov

Email your event information to tammy.schoen@itd.idaho.gov for inclusion in the **Rudder Flutter** and the Aeronautics website.

Wilderness

Continued from page 1

Wilderness Within Reach is a continuing success. We are able to introduce the beauty of Idaho's wilderness and back country locations to many individuals, who otherwise would have had tremendous difficulty achieving this experience were it not for these airplanes and their generous owners.

Editor's Note: A tip of the ole' Aeronautics bowler to the people who gave unselfishly of their time to make this year's event an

enormous success:

Carl Urquhart-Camas Air Service, Larry Taylor, Tom Boyer, Mike Weiss, A.C. Jones, Tom and Bob Wilkins and Bob Shine-Salmon Air, Amy Hoover, Scott Patrick-SP Aircraft, Ray and Carol Arnold-Arnold Aviation, Steve Swann, Bill Miller, Jeff Towner; Blackhawk crew-CW4 Thomas Cook, Sgt Harry Kohn, 1Lt Craig Wheeler; singers/band-Vicki Martinez, Willie, Keith, L.A. Gordon, Jimmie Mathis; hosts-Cody and Gene Hargett (Johnson Creek Caretakers).



Aviation Festival

March 9-11, 2006



Boise Pilot Ready To Take On The World

By Stacey Commer, Media Specialist for the Eagle Flight

Aviator Jared Aicher has his sights set on the record books. During 2006 and 2007, Aicher plans to fly around the world twice, and at 34 years old, become the youngest pilot to take on that challenge solo in a small aircraft. Aicher recently completed Phase I of "The Eagle Flight", a charitable project that he formed aimed at sparking an interest in aviation among youth. During this initial phase, Aicher and his Eagle Flight team, including several members of Utah Valley State College's Global Aviation Degree faculty, circumnavigated the continental United States giving free flights to over 100 children in 42 of the lower 48 states. Aicher says, "It was inspiring to see so many young people waiting for us when we arrived at each destination. Some of the children had their parents drive them as far as 60 miles to greet us when we landed!"

The Eagle Flight team worked with Chapters from the Experimental Aircraft Association (EAA) in each city to help find children to take part in the flight. The response was phenomenal. Carl Patrulli from the Hanson, Massachusetts chapter said, "After witnessing this special event take place on that day in Plymouth, Massachusetts, I can truly say that we are preparing to keep general aviation alive and well for the next generation."

Hugh Horning from the EAA in Wilmington, Delaware echoed those



Jared Aicher brings the thrill of flight to three future pilots in Indiana County.

sentiments. He said, "It was an exciting experience to work with The Eagle Flight Team in planning their visit to Delaware and an honor to host them and participate with them in the Young Eagle rally on June 4. With Delaware's rich aviation heritage as background, we believe this unique, international aviation adventure is truly historical and worthy of the highest recognition by the aviation community as well as the nation."

Aicher flew several Mennonite children in Greeneville, Tennessee. Chapter President, Ted Hensley said, "The Eagle Flight turned out to be a very special event in our area. Although we regularly hold Young Eagle flights here, none of the Mennonite youth had come out before. The six who got to fly were exceedingly pleased. Thanks for the great job!"

In Lexington Park, Maryland, Aicher flew

two brothers, 11-year-old Derek Knight and his sibling 12-year-old Brandon. They had never flown before. Their mother said, "Thanks again for all you did for the boys. They had a really great time!"

Of the reaction to the project, Aicher said, "I'm very proud of what the Eagle Flight has accomplished thus far, and I look forward to what lies ahead. It's great to have so many people donating their time and money to the science of aviation and exploration. Computer games and television are the staple entertainment for many children these days it seems. The goal of the Eagle Flight is to show those same children the incredible world just beyond their front door."

Aicher and the team are now planning for the second phase of the journey--his trip around the world. Aicher says, "I feel that Phase I was a great way to put ourselves out there and find out what worked and what didn't work. With that knowledge, we will be able to streamline the events for Phase II."

See Pilot

Continued on page 15



The Chicago skyline looms impressively on Jared's arrival.



Persistence pays off for 50-year-old airport

Same approach, whole new look

By: Mel Coulter, ITD Public Affairs

Representatives of the Idaho Transportation Department's Division of Aeronautics flew into Midvale airport on a beautiful Tuesday morning last July to celebrate with David Craig, Airport Manager, the product of his eight-year labor – a newly paved airstrip near Midvale that he and community leaders believe will put the town on the aviation map.



Midvale's David Craig and Aeronautics' Bill Statham Survey the New Midvale Runway

The contrast is clearly visible to pilots flying overhead – green native grass in transition to a golden brown with a swath of deep black running east and west. The incorporated town of Midvale, population 176, is a stone's throw to the east, ready to welcome aircraft traffic they know will come.

Annexed just three weeks earlier by the city of Midvale, the airport will be the home of about five aircraft, including Craig's Cherokee 180. Most of its traffic will be for general aviation and agriculture.

"It means the whole world. It means I don't have to wash my plane as often or replace the prop because of the gravel," Craig said. "This is the biggest thing to happen in Midvale since they busted a pot operation



about five years ago up in those hills," he said, pointing to the south.

Conversation then took a serious turn.

"We have worked a long time for this. I have accomplished what I started. I am very proud of this... everybody is tickled."

Success didn't come over night, though. It is measured in years – about eight of them. Efforts to secure a grant for paving the community's gravel airstrip began in about 1997. Because of the cost and relative isolation of the airstrip, progression up the list of airport improvement projects statewide was slow.

"The project was approved in 2002 but funding wasn't available until this year," explains Bill Statham, manager of airport development for the aeronautics division.

"We simply just did not have the money available to do the paving. We've worked with them to do small projects, but it's been on the books for about eight years."

The division awarded a \$170,000 grant to the city earlier this year, augmenting almost \$19,000 the city invested in paving a ramp/tarmac connecting to a single hangar. The local match also included project preparation and administration and base material for the new surface.

"The project was one of four funded by aviation fuel taxes through the Idaho Airport Aid Program this year. Others included pavement rehabilitation or paving work at American Falls, Downey and Soda Springs. Midvale's is the first airport

to be converted from gravel to asphalt in three years," Statham says.

"I would venture to say that this is one of the purest examples of economic development in the state," Statham adds.

The Midvale Airport is the only public airport between Council and Weiser. It was carved from the native vegetation in 1946 and was used initially to train military personnel. The strip hadn't changed much during the ensuing half-century, except for general maintenance by a small, dedicated cadre of local pilots.

The 66-year-old Midvale native Craig, retired from his own construction company, began flying out of the gravel airstrip in 1955 and holds the working/honorary title of airport manager. He provided the energy and drive behind the paving project that began July 6 and concluded less than two weeks later. Craig logged long, tiring days, preparing for the paving crew.

In its new state, the Midvale Airport is about 60 feet wide and 2,875 feet long. A six-inch base supports the two-inch asphalt surface. It generally runs east and west (250 degrees and 70 degrees) and is located at an elevation of 2,618 feet. No services are available, except for a local-calls-only telephone (meant to be a closely guarded secret) attached to the western exterior wall of the hangar.

The airport will remain open as long as weather permits (about three months longer than when it was a gravel strip). Craig, reflecting the heart of a true retiree, vows not to plow the strip, so when winter snow falls, the airport will close to air traffic.



Radio Chatter

Continued from page 3

\$353,000 to their existing grant to further advocate programs in education, research, and public service, which includes \$100,000 allotted for fellowships and scholarships. In future years, the ISGC will receive funding consistent with the Designated Space Grant award level.

"This move to Designated status will advance workforce development programs in Idaho, lead to additional scholarships, and to an increase in fellowship awards," said Jean Teasdale, ISGC Director. "Designated status will also establish additional research awards, a statewide research symposium, and allow for a renewed focus on the special project grant program that supports many higher education, K-12 education, and public outreach efforts in the state."

The NASA Idaho Space Grant Consortium was established in 1991

as part of the NASA National Space Grant College and Fellowship Program. The ISGC is comprised of 22 institutions including all colleges and universities in the state, science centers and museums, science organizations, state departments, industry representatives, a state park, and a national monument.

The Idaho Division of Aeronautics, as a member of the ISGC, has received assistance through ISGC Special Project grants for the ACE Academy, Teacher Aviation Workshops and Children Aviation Activity Workshops. We salute Jean and all her staff for their hard work and superb effort in making this possible.

FY '06 Flight Instructor Refresher Clinics

There are three clinics currently scheduled:

- Lewiston, October 21 & 22 - Red Lion hotel,

- Boise in February, and
- Nampa in April.

Contact Tammy Schoen at tammy.schoen@itd.idaho.gov or 800-426-4587 (in Idaho only) or 208-334-8775 for more information.

Boise Airport Construction

If you are planning to fly into the Boise Air Terminal/Gowen Field (BOI) between now and the end of the year, be sure to check your NOTAMS. There has been, and will continue to be, extensive construction at various locations on the airport. Exercise extreme caution and listen to Ground Control while taxiing, especially on the north side of the airport. Always ask for assistance if a clearance is unclear. Save yourself, the controllers, and airport ground personnel the headache and danger of a ground taxiing incident or accident. Be safe and keep your head out of the cockpit.

Pilot

Continued from page 13

West Mesa Aviation from Albuquerque, New Mexico, joined the Eagle Flight team by sponsoring the Cessna 172 for Phase I, and has agreed to stay on board for the second phase. Utah Valley State College (UVSC), where Aicher is currently a senior majoring in aviation science, continues to support the Eagle Flight as well. The Eagle Flight team promotes UVSC's Global Aviation Degree Program as well as the Aeroscholars Program. The Aeroscholars Program allows high school students to take aviation related electives online, allowing them to earn both high school and college credits.

Fundraising efforts are underway for Phase II with "Night for Flight II" planned for November 12, 2005 at the Powerhouse Event Center in Boise, Idaho. The event includes dinner, special guest speakers and one of the largest aviation related silent auctions

in Idaho. Utah Valley State College along with several of the Treasure Valley's largest flight schools will also be on hand to talk to you and your children about a possible career in aviation. Aicher is currently working on a DVD documentary highlighting Phase I of his journey, with a special preview planned for that night. He is also composing the musical score for the DVD that will be available on CD entitled "Distant Horizons," which will be pre-sold at the event as well. That night, the Boise pilot also plans to reveal which aircraft he will be flying in his upcoming around-the-world journey.

Not only is Aicher looking ahead to 2006, he already has plans for Phase III in the winter of 2007. He plans to circumnavigate the globe for a second time via the North and South Poles. This route has only been flown a few times and is a far more difficult and dangerous flight. His route will take him through Central America, the Galapagos

Islands, South America, Antarctica, New Zealand, Australia, Asia, Europe and North America.

He says, "Phase III will complete my goals of circumnavigating the globe, both via the latitudes and the poles. We are lucky to live in a time when people will be leaving the Earth behind and exploring the moon and worlds beyond. If I can't be the one exploring those worlds, then I hope to explore ours to the fullest and inspire others to do so in the process."

You can bet this Idaho aviator will continue to make aviation history and inspire others, for years to come.

Note: If you are interested in getting tickets for Night For Flight II or becoming a sponsor, log on to www.theeagleflight.org for more information or check the Rudder Flutter for your invitation.



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